LISTING OF THE CLAIMS:

This listing of claims will replace all prior versions and listings of claims in the application:

1-11. (cancelled)

12. (previously presented) A jet propulsion engine for a watercraft comprising:

a rotor and a housing, the rotor having an inner portion with blades, the housing receiving the rotor, the rotor being rotationally connected to the housing by a bearing, wherein the bearing comprises carbide that is resistant to sea-water.

13. (previously presented) The jet propulsion engine of claim 12, wherein the bearing comprises silicon carbide or aluminum carbide.

14. (previously presented) The jet propulsion engine of claim 12, wherein the bearing consists exclusively of carbide.

15. (previously presented) The jet propulsion engine of claim 12, wherein the bearing is a slide bearing.

16. (previously presented) The jet propulsion engine of claim 12, wherein the bearing is a plurality of segments.

17. (previously presented) The jet propulsion engine of claim 16, wherein a portion of the plurality of segments are spaced on one side of the rotor and another portion of the plurality of segments are spaced on another side of the housing so that a pumping effect is achieved and produces a defined flow.

18. (previously presented) The jet propulsion engine of claim 16, wherein the plurality of segments are connected in a positive-locking manner to the housing or the rotor.

19. (previously presented) The jet propulsion engine of claim 18, wherein the plurality of segments are connected to the housing or the rotor via adhesive.

20. (previously presented) The jet propulsion engine of claim 12, wherein the housing encloses the rotor in a tube-like manner defining a hollow space between an outside of the rotor and an inside of the housing, and wherein an electric ring motor is positioned in the hollow space.

21. (previously presented) The jet propulsion engine of claim 12, wherein the bearing has a diameter equal to or larger than 200 mm.

22. (previously presented) The jet propulsion engine of claim 12, wherein the bearing has a diameter of between 200 mm to 2500 mm.

23. (previously presented) A jet propulsion engine for a watercraft comprising:

a rotor and a housing, the rotor having an inner portion with blades, the housing receiving the rotor, the rotor being rotationally connected to the housing by a bearing, wherein the bearing comprises carbide that is resistant to sea-water, wherein the bearing is a plurality of segments and wherein the plurality of segments of the bearing are spaced on the rotor or housing and produce a pumping effect via centrifugal force.

24. (previously presented) The jet propulsion engine of claim 23, wherein the bearing comprises silicon carbide or aluminum carbide.

25. (previously presented) The jet propulsion engine of claim 23, wherein the bearing consists exclusively of carbide.

26. (previously presented) The jet propulsion engine of claim 23, wherein the bearing is a slide bearing.

27. (previously presented) The jet propulsion engine of claim 23, wherein a portion of

the plurality of segments are spaced on one side of the rotor and another portion of the plurality of segments are spaced on another side of the rotor or housing so that the pumping effect achieved is a defined flow.

28. (previously presented) The jet propulsion engine of claim 23, wherein the plurality of segments are connected in a positive-locking manner to the housing or the rotor.

29. (previously presented) The jet propulsion engine of claim 23, wherein the plurality of segments are connected to the housing or the rotor via adhesive.

30. (previously presented) The jet propulsion engine of claim 23, wherein the housing encloses the rotor in a tube-like manner defining a hollow space between an outside of the rotor and an inside of the housing, and wherein an electric ring motor is positioned in the hollow space.

31. (withdrawn) A method for producing a bearing on a jet propulsion engine of a water craft comprising:

providing a plurality of bearing segments made of carbide;

positively locking a first portion of the plurality of bearing segments to a rotor;

applying adhesive between the first portion of the plurality of bearing segments and the rotor;

grinding at least two bearing surfaces that are substantially perpendicular to each other of the first portion of the plurality of bearing segments;

positively locking a second portion of the plurality of bearing segments to a housing;

applying adhesive between the second portion of the plurality of bearing segments and the housing; and

grinding at least two bearing surfaces that are substantially perpendicular to each other of the second portion of the plurality of bearing segments.